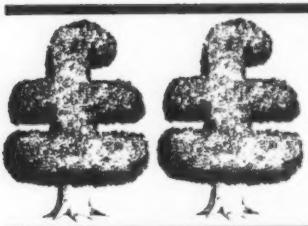
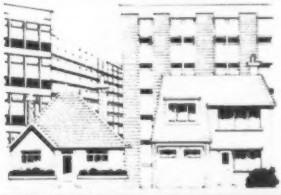
New Ireland Linked Funds

Performance



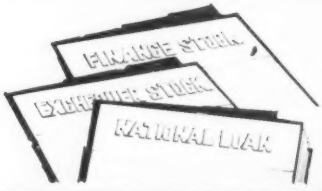
Evergreen Fund

(July 1979 - July 1980)	+22.6%
(June 1971 - July 1980)	+197.0%



Property Fund

(July 1979 - July 1980)	+17.7%
(February 1975 - July 1980)	+117.4%



Gilt Edge Fund

(July 1979 - July 1980)	+24.1%
(December 1976 - July 1980)	+94.1%

Note: The value of the units in a Fund is directly related to the market performance of the Fund and it may rise or fall with investment conditions. The performance of the three Funds for the past year and since inception is shown above.

Enquiries to Field Service Division: Phone Dublin 776881

NEW IRELAND FOR LIFE ASSURANCE

Dawson Street, Dublin 2.

editor
Capt. J. Sheahan
editorial
Army Headquarters,
Parkgate,
Dublin 8, Ireland
(Tel.771881).
advertising
The Manager,
An Cosantoir,
Army Headquarters,
Parkgate, Dublin.

An Cosantoir is available from :Officers' Mess and N.C.O.s' Messes; Army Canteens; all leading Newsagents; or by direct sub-scription from An Cosantoir, Army Headquarters Parkgate, Dublin 8.

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Overseas Surface (Post incl.) £6.60
Overseas Airmail (Post incl.) £7.75

The fact that an article appears in this journal does not indicate official approval of the views expressed by the author. Under the auspices of the Army Authorities.

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Cover photo last month should have been attributed to Mr. P. J. Murray.

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NAVY NATTER

By Comdt. P. O'Farrell

Many readers will have had some experience, however brief, with vessels of the naval service or merchant navy. Both services abide by customs which are universal in all navies. Many of these customs are confusing to landlubbers and this article attempts to explain some of the most eccentric ones.

THE place aboard ship designated for receiving visitors and rendering honours is known as the 'quarterdeck'. This is not, as poker-players might imagine, a suit of cards but an almost sacred area, an area where some claim a pagan altar was once placed, followed by a crucifix and shrine when Christianity went to sea. It is the place nearest the colours, and is regarded more or less as the seat of authority on board. For this reason it is saluted when a Naval man comes on board.

The origin of the word 'colours' will be explained later but the dipping of these pennants or flags was the normal way of exchanging greetings between ships.

If you find yourself being 'piped on board' a ship, a ceremony accorded to high personages, you may wonder how the custom originated. 'Piping the side' is the blowing of the Boatswain's pipe, a silver whistle which has some important in Naval Circle's. It is thought that this importance is derived from the days when Greek and Roman galley slaves kept the stroke by means of blasts on the Boatswain's pipe or flute. If anybody has pronounced that fellow as anything but 'Bosun' even he will know about the breaking of a bottle of champagne across the bows of a ship being launched. This custom originated as an appeasement to the gods of the elements and wine was used up to the nineteen-thirties. In the same context, some coins were once placed beneath the deck near the mast when a ship was being constructed. The origin of this custom was that, in the event of a mishap, the coins would pay the fares of the hands to that boatman who plied the River Styx, a gentleman who was not wont to issue any three-day-return tickets.

There was a very old custom associated with the always moving ceremonial of death and burial at sea. The shroud would be made from sail-canvas and the sailmaker who prepared the shroud used take the final stitch through the nose of the deceased.

A seaman became a 'Son of Neptune' when he crossed the equator for the first time and there was considerable horse-play on board when ships crossed through the Straits of Gibraltar. This would finish up with extra grog, shennanigans and the issuing of an address to: 'All mermaids, sea-serpents, whales, sharks, porpoises, dolphins, skates, eels, suckers, lobsters, crabs, pollywogs and others living at sea' stating that some newly initiated sailor 'has been found worthy to be numbered as one of our trusty shellbacks, has been gathered to our fold and duly initiated into the solemn mysteries of the ancient order of the deep'. That old ritual was replaced by various forms of dousings, administration of slight electric shocks and shavings.

Pity the unfortunate fellow of old who would approach the quayside with little or no personal belongings or working gear of his own. When he joined a ship he was given the derogatory description of being 'Parish Rigged' or 'Schooner Rigged'. The former title originated from Parish Councils who sent men to sea and provided them with kits. These kits would obviously be sparse. The names later referred to actual ships that were not very well equipped - that were *o-needin'* sails and spars and things, so to speak!

Army Units have their 'Barrack Room Lawyers' and the Navy's equivalent is known as a 'Sea Lawyer' or 'Philadelphia Lawyer'. This is the unpleasant type of fellow that argues, circumvents regulations and is a curse to the morale of a crew with his 'know it all' attitude.

We will be referring to the 'watches' in full later on but I want to single out the 'Dog Watch' for mention here. This is also known as 'dogging the watch' or splitting the late-afternoon/early evening watch into two two hour 'shifts' instead of the normal four. Very little work was done during this watch in the romantic days of sail ships and so all hands customarily got together to have a bit of a chat or sing a few sea-shanties during the period. I do not know if it was at this time that the celebrated 'tot of rum per day' was dispensed.

Sixteen bells are rung by the youngest member of the ship's company to usher in the New Year.

The tradition of indicating the time on board ship by striking the ship's bell has always confused me and I have decided to tabulate the system in order to assist those who become confused as easily as I do when trying to sort out bell(e)s!

A complete cycle of bells occurs every four hours, the bell being struck every half-hour. This coincides with the 'watch' or period of duty on board. Bells are not normally struck between taps (about 9.30 p.m.) and reveille (about 5.30 a.m.). What is 'taps' - oh for goodness sake!

'Taps' is an old, mainly army, name for the bugle call for 'lights out'. When sounded, all hands (or 'heads' in the case of the Army) not on duty should retire to bed. The term is said to have originated from the custom of 'closing the taps' in garrison alehouses - an operation which was carried out (along with the customers?) with a kind of a soft-shoe shuffle in Holland, apparently, for the Dutch word for the call was 'taptoe'.

The seamen detailed for duty on watches would most likely have been made aware of their duty 'watch', by means of a 'quarter-bill' or 'roster'. I offer an explanation for the origin of 'roster' with considerable trepidation for it sounds rather far-fetched. The Dutch word for a gridiron is 'roaster' and - wait for it! - lists of units or persons were compiled on paper lined like a grid-iron. (I'll have mine medium-rare, please!).

But back to manning the watch:

Using the twenty-four hour clock, bells indicated the time as follows:

One bell - 0030, 0430, 0830, 1230, 1630, 2030.
Two bells - 0100, 0500, 0900, 1300, 1700, 2100.
Three bells - 0130, 0530, 0930, 1330, 1730, 2130.
Four bells - 0200, 0600, 1000, 1400, 1800, 2200.
Five bells - 0230, 0630, 1030, 1430, 1830, 2230.
Six bells - 0300, 0700, 1100, 1500, 1900, 2300.
Seven bells - 0330, 0730, 1130, 1530, 1930, 2330.
Eight bells - 0400, 0800, 1200, 1600, 2000, 2400.

Give me a ring if there are any errors, Admiral!

Colours play a large part in Naval ceremonial but the term 'colours' originated in late sixteenth century. Prior to that period companies were the largest formation in battles and each company's flag bore the coat of arms of its commander. It appears that a rather low type of officer, without coat of arms, began to aspire to the status of Company Commander around the sixteenth century so that the unit had to rely upon the **colours** of their ensigns alone for recognition. So a sixteenth century dearth of lions rampant and the like gave us the term 'colours'.

The Dutch have given many words to Navy and Army alike. The word 'furlough', or leave is from the Dutch 'Verlof' - 'for leave', now more commonly known as 'liberty' in the Navy. 'Three sheets in the Wind' is a widely used expression for one who is somewhat inebriated.

An 'Irish Pennant' is any untidy loose end left handing - a rope, for instance, and it is interesting to note that the term 'happy hour' was in use aboard ship long before it was introduced into drinking establishments ashore. It was a particular period set aside for entertainment.

A 'scuttlebutt' is a type of a drinking-fountain on a ship and possibly because the crew were wont to assemble there the word was also used for rumour or gossip.

'Passing the Buck' did not originate in the corridors of power but was originally a bit of Naval slang.

Some poor sailor who 'slipped his cable' - well, he died.

'Wet your whistle' is a Naval term too and a ship is called 'she' because it costs so much to keep her in paint and powder!

'Davy Jone's Locker' is the ocean or the seabed or death. The name is also given to the evil spirit who was supposed to preside over all the demons of the sea. He was said to be lurking about in all storms. A formidable type of fellow, he boasted three rows of sharp teeth in a cavernous mouth. He is said to have had huge frightful eyes above nostrils that emitted blue flames - in fact, a typical music-hall comedian's description of his mother-in-law or a television commercial for paraffin-oil.

'It's an ill wind that blows nobody good'. The Navy claims this well known saying too. It was established on the premise that every wind that blows is a fair one for some ship at sea. Everything is neat, clean, tidy and smart! Good! All is 'ship-shape' so - that's an obvious one, isn't it? But is everything 'above board', you may ask. It is, if there's nothing concealed below deck - and if there is no nefarious practice such as 'shooting Charlie Noble' going on. That operation is carried out by firing a pistol into the galley smokepipe in order to clean it out.

You will 'know me by the cut of my jib' means that you have me sized up, you have made a personal estimate of me. Ah well, the 'fish that is bred in the sea swims best'. We all do best what we are trained for.

If all that doesn't 'warm the cockles of your heart' let me tell you that 'cockling seas' are short, quick ripples and so short, quick heart-beats, the cheering kind, are associated with that Naval saying. 'Between wind and water', reader, is the part of the ship below the waterline that becomes exposed when the ship rolls in smooth waters. In common usage it means any vulnerable part. A 'Son of a Gun' is a term which originated when sailors were allowed bring their womenfolk on board before or after a voyage and the large numbers aboard caused some couples to have to sleep between the guns on deck!

There were customs about where one stood on deck under certain circumstances. If an admiral came on board the captain shifted to the port side, allowing the admiral to take the starboard side. This custom fell into disuse when an admiral who had taken the starboard side refused to give it back!

At this stage I beg forgiveness from members of the Navy for daring to pace their decks in my green uniform and for prying behind capstan and poop in search of customs of the sea. I beg their indulgence and apologies for any irregularities at this point too for they'll never dondone my final story, I'll vow.

It's the best Irish sea-story of all and is concerned with the skipper of the Guinness barge that plied the Liffey from James' Gate to the docks. You remember - they had to lay down the funnel if the tide was high on the bridges. This particular skipper was proud of his calling and he stood erect beside his prone funnel as he neared Capel Street Bridge. A Dublin gurrier leaned over the bridge and called down to him:

'Hey, mister. Bring us back a parrot.'

WHERE ARE THEY NOW? - SERIES No. 8

Sgt. Billy Norton

The team from the Recruit Training Depot, Connolly Barracks, Curragh, winners of the Greer Cup in 1934. *Front row (l. to r.):* Pte. M. Cashin, E. Fitzpatrick, Capt. M. Tuohy, Pte. W. McKenna, L. Boshell. *Centre:* Pte. F. O'Mahoney, E. Bourke, J. Plunkett, M. Caffney, P. de Courcey, Danno Mahoney. *Back row:* Pte. P. Hammond, T. Grattan, Sgt. J. O'Connor, Pte. J. Clarke, W. Moore.

PTEs. FLORANCE AND DANNO O'MAHONY ARMY CHAMPIONS OF THE 1930's

TWO great Army Athletes of the mid 1930's were the brothers Ptes. Florance and Danno O'Mahony from Ballydehob, Co. Cork. They joined on the same day, the 20th November, 1933, and were two of the biggest men ever seen in the Army. It did not surprise me to learn that the Army Authorities agreed to give them a doubel ration to sustain them.

The name of Danno O'Mahony began to creep into the sporting headlines when he started heaving all sorts of weights unbelievable distances. At one Army Championship meeting he swept the boards with an All Records performance.

In his short spell in the Army (Nov. '33 to Nov. '34) Danno won three All-Army titles, the 56 lbs without follow, the 56 lbs over bar and Throwing the Hammer. The last named event was introduced in 1934 and Danno became the first Army Champion. As a boxer he was a member of the Recruit Training Depot, Connolly Barracks, winners of the Sir Harry Greer Cup in 1934. As a Heavyweight he stood around 6 ft. 5 ins. and weighed 18 stone 11 lbs. more than a stone less than his brother "Florrie" who was on the same team, but strange to relate Danno did not win his Division. Several top ranking boxers were on this Cup selection including Cpl. W. McKenna, Cpl. N. Cashlin and the famous Cpl. Willie Moore. 'Danno' almost became an Army Heavyweight Champion when he was beaten in the final of the 1934 All-Army Junior Championship by Gnr. W. Mullins, Arty. Corps.

He left the Army in November, 1934 and emigrated to America where he made a name for himself and his country by winning the World Heavyweight Wrestling Championship, beating the reigning Champion Ed Don George in Braves Field, Boston, U.S.A. before a crowd of 50,000.

Danno returned to Ireland in 1936 and defended his title against Rube Wright in Dalymount Park. He never lost touch with the Army. He returned to the Curragh Camp to meet some of his old comrades, Capt. J. J. Hogan, Cpl. F. Sheedy and his C/O Comdt. Wedick. Unfortunately he was killed in a motor accident in Cork some years ago.

His brother "Florrie" won three All-Army titles in the 1930's. He won the Hammer and the 56 lbs Without Follow in 1935 and the 56 lbs without follow again in 1939. The record for the 56 lbs shot (which is now discontinued) which he set in 1939 was never surpassed. At the National Athletic Championship held in Kilkenny, he was second to Garda Ned Tobin in the 56 lbs shot. Pte. Florance O'Mahony is now living in retirement in Cobh, Co. Cork.

". . . FEEL THE WIDTH"

Henry Harris

ANOMALIES exist in the ranks and terms of various armies. This short article mentions the differences between the British, French and German rank systems.

EXPLANATORY NOTES

(1) **Ireland.** When the Irish Army was formed in 1922 there was a rank of Commandant and also Major between Comdt. and Lt. Col. In 1948 all Majors were promoted to Lt. Cols. and the rank of Major dropped. Comdt. remains as lowest field officer rank.

(2) **Field Marshals (or Marshal, foreign)** Derived from the old German words for a person in charge of horses which emerged during the Crusades. To some extent it replaced the rank of Constable in France which dates also from Medieval times. The Constable has disappeared and been replaced by Marshal. There were Marshals on the Continent by the 16th Century but the rank was not introduced in England until 1736. (The Baton of office was not conferred until the Prince Regent conferred it on Wellington in the Peninsular War - who had sent him that of the captured French Marshal Marmont.)

There is also the little used title of Captain-General, an appointment not a rank, held by Royal Personages at the head of the Royal Regiment of Artillery (which is also a Corps), the Royal Armoured Corps, the Royal Marines and the Honourable Artillery Company (the oldest in the British Army c. 1512).

There are no field marshals in the US Army. General George Marshall is purely a patronymic coincidence). The rank of Five-Star General, or General of the Army was introduced at end of WWI and has been held by such as Pershing, Eisenhower, Norsted, Goodpaster and Haig (US).

(3) **Private rank** originated in the New Model Army c. 1645, and meant a fighting man who was only responsible for himself. In 1920 the rank of Trooper was introduced in the Cavalry, and then Guardsman in the Footguards. Since then the fashion has spread and one now has Gunners, Sappers, Fusiliers, Rangers, Craftsmen, etc.

(4) **Obsolete ranks.** Sergeant, which exists, is reckoned to be the oldest; it was in use during the Crusades. During the Commonwealth there was a rank of Lance Prisade (L/Cpl) and Prisade (Corpl). In the 18th Century British Navy there were gunnery rates of matross (Bombardier) and 2nd Matross (L/Bdr.) There was also a rank of 2nd Corporal peculiar to the RA and AOC but abolished in 1920. When Army Officers' full dress was first introduced in the 18th Century, a 2nd Lieut or Ensign wore no lace, a Lieut. one epaulette on the **left** shoulder, a Captain one on the **right** shoulder and a major one on each. They were finally regularized in the post Waterloo period.

(5) **Lance Sergeant.** Until WWII this was a universal appointment in the British Army but is now only retained in the five regiments of Footguards. It is an appointment **not** a rank and the holder only draws Corporal's pay until and when he is promoted to the rank of Sergeant.

(6) **Another** interesting item is the ranks of the British Household Cavalry Regiment, the Life Guards and Blues and Royals. The rank of Corporal of Horse equates to Sergt., Corporal Major to WOII and Squadron Corporal major to WOI (RSM). In full dress the holders are distinguished by the thickness of the shoulder cords around their tunic arms. In undress these badges are worn on the lower forearms.

(7) **The Royal Arms Badge.** The insignia of the Regimental Sergeant Major (RSM WO CII). Also the RN badge of CPO of the Fleet and Station Warrant Officer, RAF. The Royal Arms surrounded by a wreath is a plus badge worn by Conductors RAOC, SSMs 1st class RCT, Supt. Clerks 1st CI RE, RAPC, REME etc. It is a prestige rank bordering on commissioned rank to which many WOs C1 I accede. (NB In the late 19th century WOs C1 I wore no rank in full or undress but were distinguished by collar lacings.)

(8) **Brigadier.** Pre 1914 there was a Continental rank of Brigadier in certain Continental cavalries equating to Corporal. It is now only retained in the French Foreign Legion and Gendarmerie. Up to 1920 there was a British rank of Brigadier-General but as part of the Geddes 'Axe' this was abolished and replaced by Colonels Commandant and Colonels-on-the-Staff. It was purely a device to save money. In 1929 as a compromise, the appointment of Brigadier was introduced and remains up to now. Brigadier-General has remained in the US Army (One Star General) and in 1978 after much representation a similar rank was introduced into the Irish Army.

(9) **Bombardier.** This curious rank has no connection with that of bombardier in the RA.

It is a USAF appointment. The nearest RAF equivalent is Air Gunner in Bomber aircraft.

(10) **Royal Marines.** There is an important difference here in that RM officer ranks are **not** the same as the rest of the British Army. A Major RM equates to a Commander RN or a Lieut-Colonel British Army. At the lowest officer ranks of Lieutenant (RN) or Flt. Lieut. (RAF), the British Army equivalent is Captain but in the Marines is Lieutenant. This may be in historical tradition of the pre-Waterloo days, where in the Footguards and Napoleon's Imperial Guard rank and pay was always one higher than in the rest of the Line. It is understood that a similar tradition exists in the US Marine Corps, which is larger than the total of the 1980 British Army, and contains its own armour, engineer, medical and air elements.

(11) **Mode of Address French.** Unlike British and US practice, forms of address are somewhat flowery, i.e. 'Mon Enfant' to a soldier, 'Mon Capitan' and 'Mon General' etc. The pronunciation comes out somewhat slurred, and of course as we all know the French drop their aitches. The French make up for it by a slight bow and a shrug of the shoulders.

(12) **Mode of Address German.** The Herrenfolk are, if anything, even more punctillious. Everyone is addressed by the prefix 'Herr', i.e. 'Yawhol Herr Hauptmann', 'Nein Nein Herr Oberst', 'Ach so Herr General'. This comes out almost with a 'k' sound with everyone standing stiffly to attention 'Ya, Ya Herr Keneral' accompanied by heel clicking. (NB. It is all very trez magnifique, but is it Der Kreig?).

(13) **EQUIVALENT BRITISH RANKS FOR PENSION PURPOSES**

ARMY	ROYAL NAVY	ROYAL MARINES	ROYAL AIR FORCE
General	Admiral	General	Air Chief Marshal
Lieutenant General	Vice Admiral	Lieutenant General	Air Marshal
Major General	Rear Admiral	Major General	Air Vice Marshal
Brigadier	Captain (over 6 years)	Colonel	Air Commodore
Colonel	Captain (less than 6 years)	Lieutenant Colonel	Group Captain
Lieutenant Colonel	Commander	Major	Wing Commander
Captain (and below)	Lieutenant (and below)	Lieutenant (and below)	Flight Lieutenant (and below)

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THE NEED FOR TANKS

Denis J. McCarthy

WHEN tanks first appeared on the battlefield they were rapidly met by improvished anti-tank weapons, the first of which was simply a reversed rifle bullet. Since that time, the gun vs. armour race has continued with the demise of the tank being confidently predicted at oft-repeated intervals, the latest Infantry cure-all being the guided missile. Hah! Chobham armour has now appeared and the race is on again.

Moreover, to help the Infantry, modern anti-tank weapons are being given their own armoured transport. For example, the Soviet 'Sagger' man-portable missile is also available mounted on a BRDM scout car, in batches of six, stored under armour until needed. The HOT anti-tank missile, a shoulder-fired weapon is also having transport provided by armoured vehicles such as the AMX 10 and the Jagdpanzer Rakete (Jaguar). The anti-tank gun too is making a come-back. The French, Austrian, Swedish and Argentinian armies are bringing into service tank-destroyer vehicles mounting 90mm to 105mm cannon on modified APCs or vehicles derived from them. These are tank-destroyers, intended to support the infantry, to prevent opposing tanks from stopping the infantry.

But what is a tank? The broadest definition that I can think of is "a manned, mobile, protected, weapons platform" whose function is to bring a weapon in firing order to a position where it can inflict damage on an enemy. (This definition would even include a knight in armour, but he performed much the same function as a tank in his own time.) If the weapon carried consisted of a squad of infantry, the vehicle would be an Armoured Personnel Carrier so that an APC can also be considered a tank (consider the role of the M113s in Vietnam), as can a Self Propelled Gun (SPG) under this definition. Similarly, as a cannon is merely a launcher for a projectile, missiles (self-propelled High Explosive Anti-Tank projectiles) should also be acceptable as tank armament, so that vehicles such as the Jagdpanzer Rakete and the AMX 10 (HOT) can also be considered as tanks.

To complicate matters even further, the Soviet Mechanised Infantry Combat Vehicle (MICV), BMP-1, as well as carrying eight infantrymen mounts a 73mm cannon and a 'Sagger' anti-tank missile on a fully rotating ruttet, while the Israeli 'Merkava' or 'Chariot' is a heavily armoured Main Battle Tank armed with a turret-mounted 105mm cannon (at present), which also has the ability to carry a section of supporting infantry (although I imagine that the space is mainly intended for increased ammunition stowage). All of these vehicles would fit the definition of a tank as "a manned, mobile, protected, weapons platform".

However, a tank is not jest a weapons platform. With the combination of mobility, fire-power and protection it forms a specific and unique weapon itself, around which was developed the 'blitzkreig' system of warfare, mobile and hard-hitting. Just as the machine-gun and barbed wire combination altered the tactics of warfare in the First World War, increasing the power of defence, so also the tank introduced new skills and tactics, increasing the power of offensive tactics, both in attack and defence. The mobile characteristics of warfare seemed to take a blow from the use of missiles in the 'Yom Kippur' war, when tanks were annihilated on ground of the enemy's choosing, but once the tanks regained their function as a mobile arm and chose their own point of attack taking full advantage of their mobility and striking power, they once more demonstrated their ability to dominate the battlefield. It must be remembered that the tank is a weapon, and as such can be misused, but this in itself does not invalidate it. A complete system of tactics has been developed around the tank, and failure to acknowledge this and make due provision for training in this field would mean that an army is not fully trained. In a small country like ours, an army is like an insurance policy; it may never be needed, but when it is needed it must be adequate to the task it faces, and until reliable crystal balls become widely available it is unwise to skip sections of training because no immediate need is foreseen. Tank warfare is a part of modern warfare, and as such must be provided for in the training of any modern army. For this training tanks must be available, which is not the case in the Army at present.

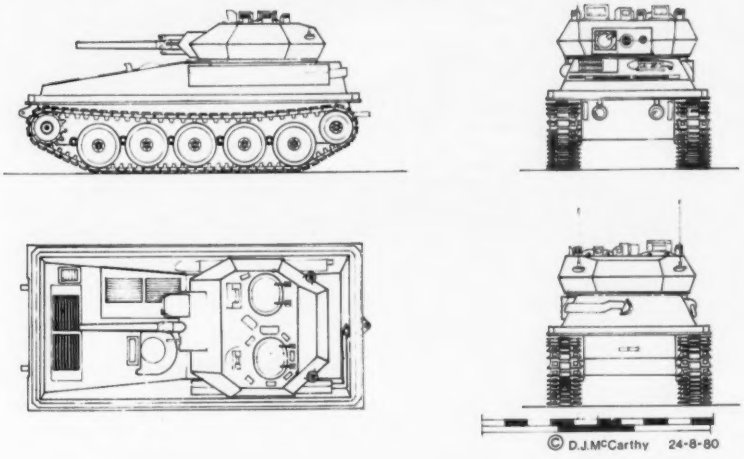
It could be argued that the Panhard H-90 constitutes an adequate training vehicle, but it could not substitute for a tank as it is a wheeled vehicle, and so is not as mobile as a tracked vehicle, whose lower ground pressure and greater area of contact enables it to cross softer ground, ditches and trenches which would immobilise a four-wheeled vehicle and prove a severe handicap to multi-wheeled vehicles.

To train in tank warfare, tanks are needed. Main Battle Tanks, though preferable, are unlikely to be obtained, because of their cost and limited application to present-day needs. There are however a number of light tanks available which could prove useful training vehicles. Some of these are built as tank destroyers or infantry support vehicles, but they fit my definition of a tank and so will be considered as such for the purposes of this article. Also, going back to my earlier meanderings on the subject of 'tank' armament, an infantry component should be considered part of the armament, so that an APC or MICV should have as

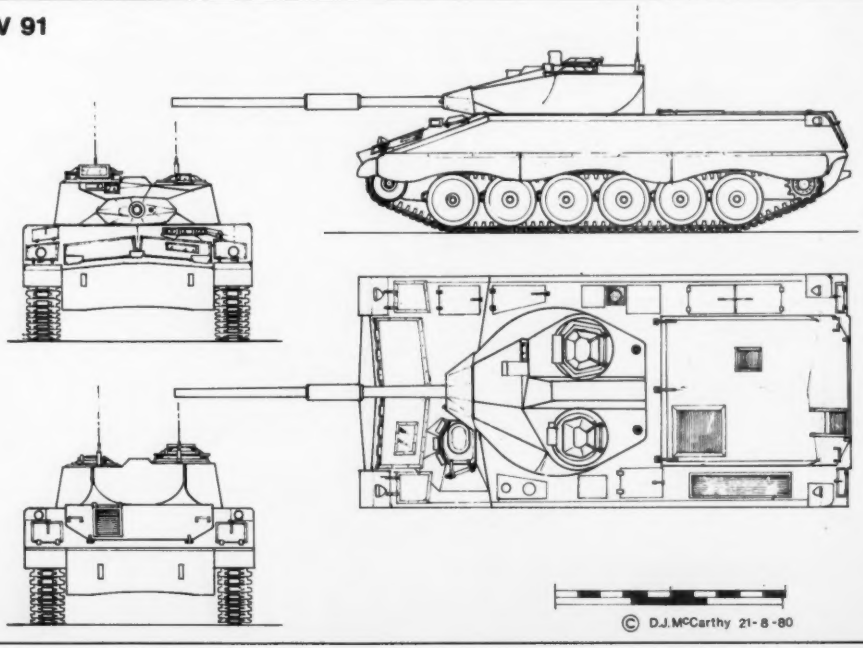
TAM. (Courtesy Thyssen Henschel AG).

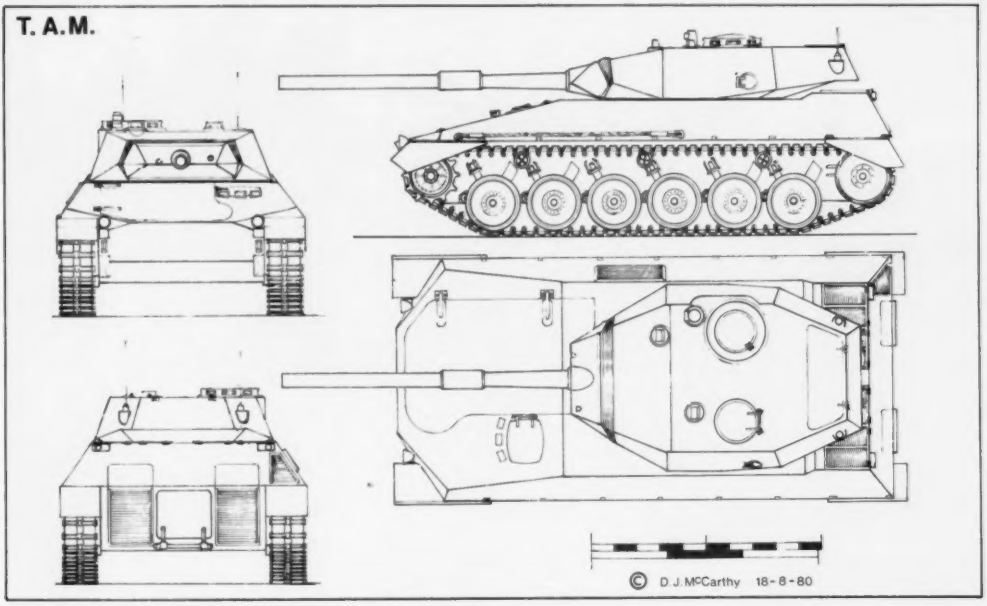
VCI. (Courtesy Thyssen Henschel AG).

SCORPION



IKV 91





much commonality as possible with the tank, for example, should be built on the same chassis if possible, or have as many components as possible in common with the tank, so that tank and APC would operate as a combined arms team. There are a number of vehicles at present in service or under development which would be suitable for combat teams as envisaged above, whose characteristics can be briefly summarised as follows.

Scorpion; Combat Vehicle Reconnaissance (Tracked): designed as a low-cost, highly manouverable vehicle for combat reconnaissance, this vehicle is constructed of aluminium alloy armour and powered by a military version of the Jaguar 4.2 litre engine. It is a small, very compact, light-weight vehicle with excellent mobility and is fitted with a flotation screen for river crossings. It is armed with a turret-mounted 76mm cannon firing HESH, HE, Smoke and Canister (anti-personnel) rounds to enable it to carry out its secondary function as a fire-support vehicle, and a co-axial 7.62mm machine-gun. Derived vehicles built on the same chassis include an APC, an armoured command vehicle, an anti-tank guided missile vehicle, and armoured recovery and ambulance vehicles.

Length (overall)	4.388 m	14 ft 4 in
Width:	2.184 m	7 ft 2 in
Height:	2.096 m	6 ft 10 in
Speed:	80.5 km/h	50 mph
Crew:	Three	

IKV 91; Infanterikanonvagn 91: designed as an anti-tank vehicle for infantry support this mounts a specially developed low-pressure 90mm cannon and co-axial 7.62mm machine-gun in a fully rotating turret. Because of design requirements for light weight and good mobility, the vehicle is only lightly armoured, but is fitted with a laser range-finder and an advanced fire-control system which includes a ballistic computer, permitting a very quick reaction with a high probability of first-round hits, increasing the survivability of the vehicle. The 90mm cannon fires HE and fin-stabilised HEAT rounds. The vehicle is amphibious, and has a number of components in common with an APC, an armoured recovery vehicle and a bridge-laying vehicle.

Length (overall):	8.84 m	28 ft 8 in
Width	3.00 m	9 ft 10 in
Height:	2.41 m	7 ft 11 in
Speed:	64 km/h	40 mph
Crew:	Four	

T.A.M.; Tanque Argentino Mediano: designed as a medium battle tank based on proven components of the German 'Marder' MICV. This tank was designed as a replacement for the 'Sherman Firefly' tanks still in service in Argentina. It mounts a three-man turret armed with a stabilised 105mm cannon and co-axial 7.62mm machine-gun. The vehicle is not amphibious but with preparation can wade to a depth of 4m. A simplified version of the 'Marder' MICV has also been developed, and both these vehicles are in production in Argentina. In

Striker (colour) (Courtesy ALVIS Ltd.)

Scorpion (colour) (Courtesy ALVIS Ltd.)

Sampson. (Courtesy ALVIS Ltd.)

addition, Thyssen-Henschel, who designed the original vehicle, are developing an improved model with a more powerful engine and sophisticated electronics, while an anti-aircraft tank armed with twin 30mm cannon on a Marder/TAM chassis is also under development.

Length (overall):	8.23 m	27 ft 0 ins
Width	3.25 m	10 ft 8 ins
Height:	2.42 m	7 ft 11 ins
Speed:	75 km/h	46 mph
Crew:	Four	

AMX 10/PAC 90: designed as an armoured reconnaissance vehicle and tank destroyer, this is a turreted variant of the AMX 10 P armoured personnel carrier, armed with a 90 mm cannon firing HE, HEAT and Smoke rounds. A co-axial 7.62 mm machine-gun is also fitted, and provision is made for the transport of four infantrymen, although these must disembark to use their weapons. Other derivatives of the AMX 10 P include a command vehicle and a HOT missile armed tank destroyer. The AMX 10/PAC 90 however only exists as a prototype, and if export orders are not received, it is unlikely to go into production.

(Dimensions estimated)

Length)overall):	7.22 m	23 ft 9 ins
Width:	2.78 m	9 ft 2 ins
Height:	2.58 m	8 ft 5 ins
Speed	65 km/h	40 mph
Crew	Three (+ Four)	

TANKS FOR THE ARMY

It must be borne in mind that the true tank is a general-purpose weapon, which should possess a well-balanced arrangement of mobility, fire-power and protection, and of the four vehicles referred to only the T.A.M. meets this requirement. Additionally, the V.C.I., a simplified version of the West German 'Marder' MICV, uses the same chassis and automotive components, which would considerably simplify maintenance requirements. Any gunners reading this (at the risk of being charged with heresy) might like to think also about the 'Morsertrager', a development of the 'Marder' carrying a 120mm mortar, which could probably be adapted to the V.C.I. chassis giving a reasonable approximation to a self-propelled gun. There is also an anti-aircraft version of the 'Marder', armed with the 'ROLAND' surface-to-air missile system, but that is outside the scope of this discussion.

The IKV 91 is an efficient tank destroyer and is at present in production. Its fire control system makes it a formidable defensive weapon and it has excellent mobility, which has been obtained at the expense of protection. It uses proven components, many of which are also used in the Pbv 302 APC, the improved version of which includes provision for the crew to use their weapons from inside the vehicle, as is the case with the 'Marder'. Unlike the 'Marder', however, the Pbv 302 is fully amphibious.

The AMX 10 P MICV is amphibious also, and is armed with a turret-mounted 20mm automatic cannon, although there is no provision for the crew

Scimitar)Courtesy ALVIS Ltd.)

PBV 302 (Courtesy AB HAGGLUND & SONER).

IKV 91 Fording. (Courtesy AB HAGGLUND & SONER).

IKV 91. (Courtesy AB HAGGLUND & SONER).

to use their weapons from inside the vehicle. While it does have many components in common with the AMX 10/PAC 90 tank destroyer, the doubtful status of that vehicle makes it difficult to consider the AMX 10 P as part of a combined arms team of logistically similar vehicles.

Lastly we come to the 'Scorpion', or, more accurately, the 'Scorpion' family. The 'Scorpion' is not a tank, and was never intended to be a tank. But considered as a family of vehicles it does have possibilities. A tank requires mobility, fire-power, and protection, and taking these in order the 'Scorpion' family scores heavily.

Mobility: This was one of the prime requirements in the design of the CVR(T) family, which was for a fast, highly manoeuvrable vehicle capable of working in any terrain, and has resulted in a vehicle with a maximum speed of 50 mph (80.5 km/h) and a ground pressure of 5 lb/sq. in. (0.345 kg/sq.cm.).

Fire-power: The 76mm gun of the 'Scorpion' is adequate for its intended purpose of fire support but would not pose a great threat to a battle tank except at short ranges. However, this task can be carried out by another vehicle of the CVR(T) family, 'Striker', which is armed with five ready-to-use Swingfire anti-tank missiles, with another five reload missiles stored in the hull. For action against lightly armoured APCs or MICVs the 30mm Rarden cannon of the 'Scimitar' is an effective weapon, while if the mission required the use of infantry, another of the family, 'Spartan', carries a commander and four fully equipped infantrymen in addition to its crew of two. To my mind, this vehicle is the weak link of the CVR(T) family, as the number of troops carried is very small for an APC, and also they must expose themselves to use their weapons.

A 'stretched' version of Spartan has been developed, (FV 4333) by adding a sixth road wheel to a lengthened and widened body, which is capable of carrying ten fully-equipped infantrymen, and if brought into service would be a much more useful vehicle. Most of the components are common to the rest of the CVR(T) series, except for the engine, which is a 5.8 litre Diesel engine.

If, however, the CVR(T) family is considered as a form of modular battle tank, i.e. a 'tank' made up by combining components needed to carry out a particular mission, it becomes much more interesting. Long-range anti-tank capability supplied by STRIKER, close support by SCORPION, an infantry component supplied by a couple of SPARTANs, the whole commanded by a SULTAN armoured command vehicle - this would surpass the capabilities of any MBT at present. Additionally, SAMPSON, an armoured recovery vehicle, and SAMARITAN, an armoured ambulance, would be at hand to recover damaged vehicles and injured personnel. All of these vehicles are built on the same chassis, which greatly simplifies maintenance and the supply of spare parts, increasing availability of vehicles. To get the full advantage of this arrangement, of course, it would be necessary to purchase numbers of each variant, and not just 'Scorpions', so that any savings on unit cost would be quickly swallowed up by the additional vehicles required.

Protection: Still considering the CVR(T) family as a modular 'battle tank', the individual components are very well protected for their size, and their high mobility adds to this protection, as does their small size. The 'battle tank' is also well protected insofar as the components are dispersed until needed, presenting a number of small, elusive targets rather than one relatively large one. While a conventional battle tank could be knocked out by one shell or missile, the CVR(T) 'tank' could only lose one module to a single shell, and this could be replaced fairly easily, or, if necessary, the remaining modules used to 'repair' other damaged 'tanks'.

'Tanks' could also be flexibly tailored to suit specific tasks. While the CVR(T) family was not, to my knowledge, designed for such a purpose, it does seem to offer possibilities in this direction, and perhaps future developments may lead to production of relatively cheap, specialised vehicles designed to work together to carry out the tasks which are now left to conventional battle tanks.

In conclusion, which of the vehicles would be best suited to our requirements? It depends on what we want. If the need is for a genuine multi-purpose tank, the T.A.M. is the only one which qualifies, unless funds are made available for a range of CVR(T) vehicles (unlikely!). If a vehicle is needed for training, which will also have a useful defensive capability, the IKV 91 would be best suited to our conditions. If it is intended that the vehicle should be used for training mainly, to keep alive a knowledge of tracked mobility, the 'Scorpion' *reconnaissance vehicle* on its own at least has the merit of being relatively cheap. But the cheapest insurance policy is not always the best one.

Grateful acknowledgement is due to Alvis Ltd., AB Hagglund & Soner and Thyssen Henschel for assistance in the preparation of this article.

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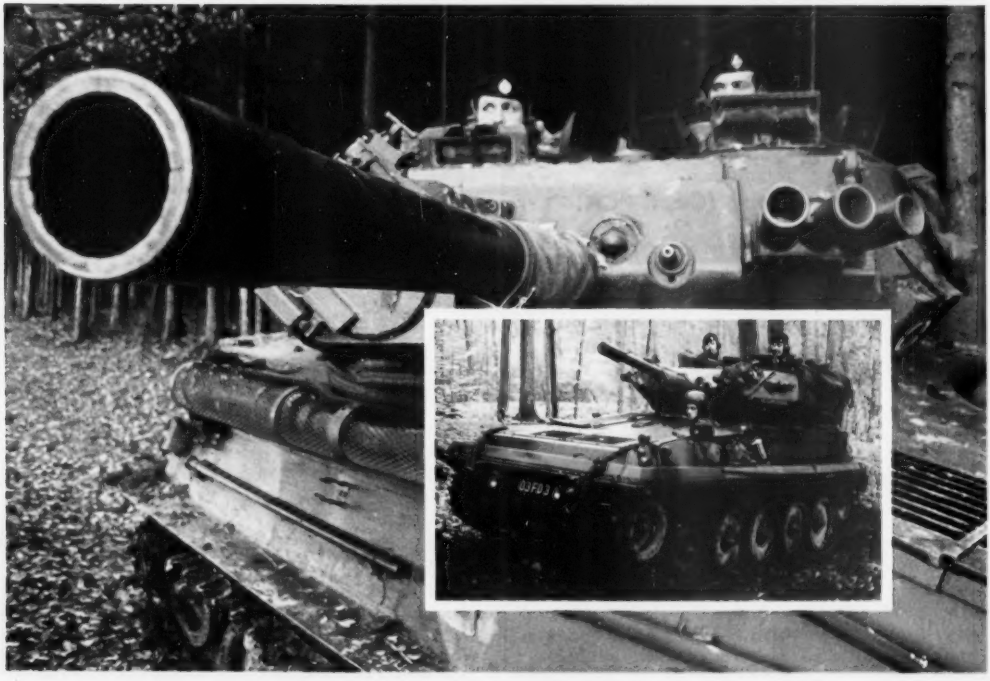

UNITED NATIONS

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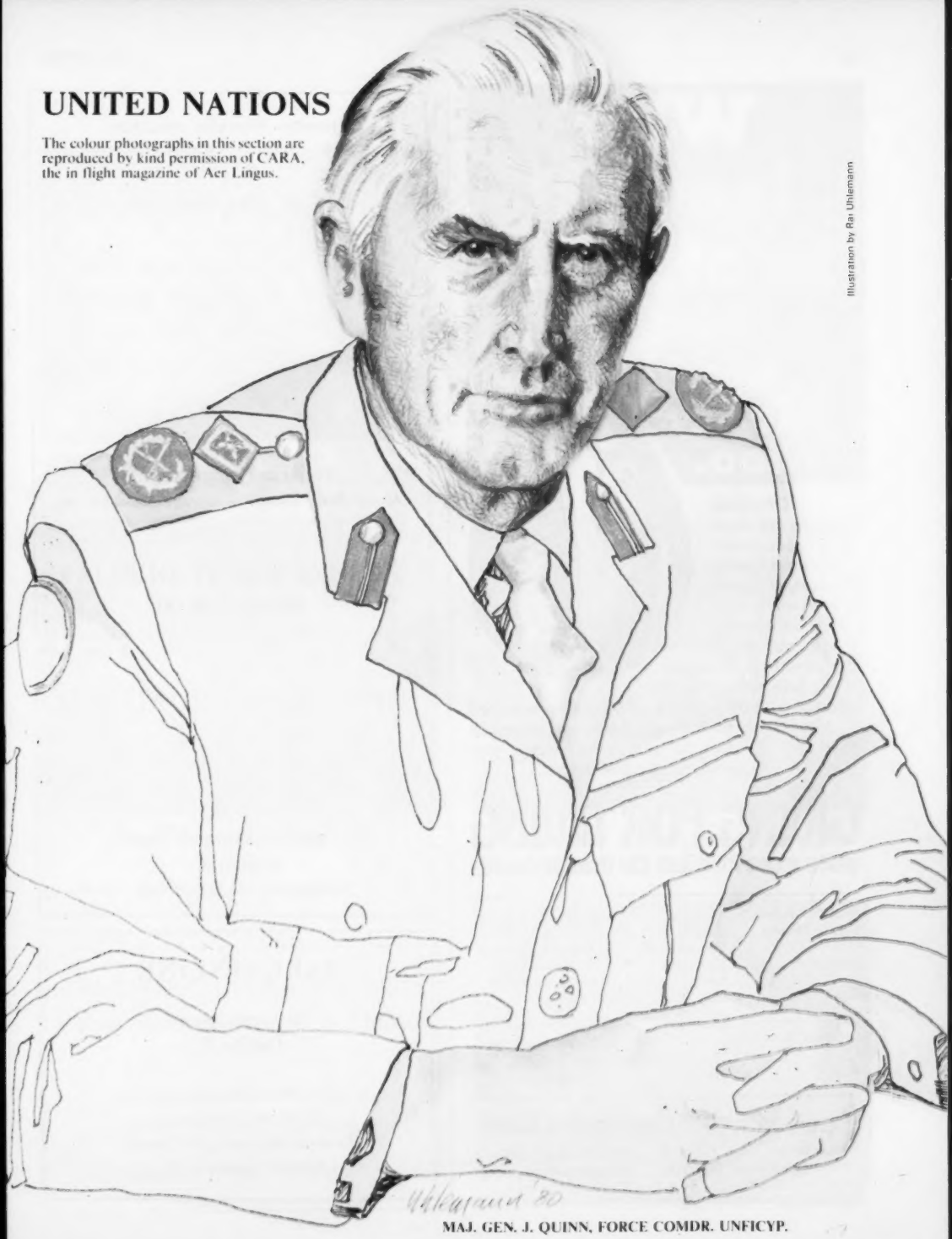

Illustration by Rai Uhlemann

MAJ. GEN. J. QUINN, FORCE COMDR. UNFICYP.

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47 INF. BN.

Officers of B Coy. 47 Inf. Bn. at As Sultaniyah. *Back, L/R:* Lt. R. O'Shea, Comdt. F. Swords, Fr. D. Malone CF, Capt. A. Forrestal. *Front:* Capt. N. Minogue, Lt. C. McQuaid, Lt. R. Killfeather. (Photo: Comdt. P. Daly).

Lt. R. Killfeather and Sgt. W. Scott, B. Coy. during range practices at As Sultaniyah. (Photo: Comdt. P. Daly).

Coy. Comdr's inspection, B Coy, As Sultaniyah. (Photo: Comdt. P. Daly).

Pte. J. Whelan, B Coy., on duty at Dayr Ntar. (Photo: Comdt. P. Daly).

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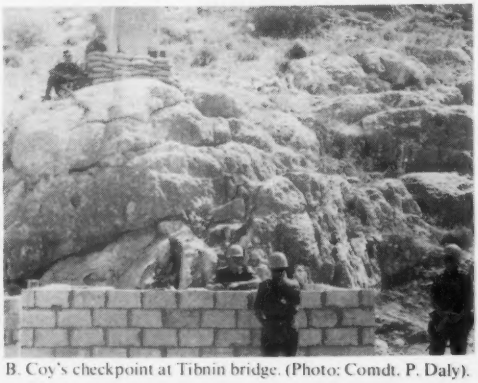


B. Coy's checkpoint at Tibnin bridge. (Photo: Comdt. P. Daly).

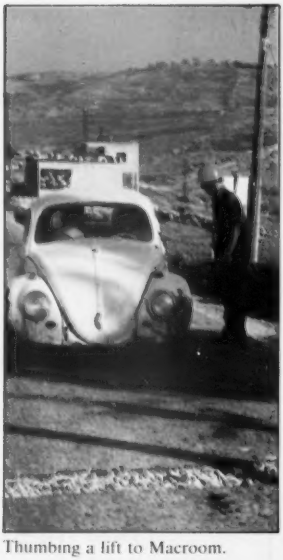
CEAD MILE FAILTE!

Morning briefing: Comdt. M. Minihane (left) and Comdt. J. Vize.

Preparing for night patrol.

Foot Patrol in hills overlooking Attiri.

Foot Patrol of another kind in Attiri.



Thumbing a lift to Macroom.

AIR CORPS

1

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3

4

1

Members of the 2nd Parachuting Course pictured at Gormanston recently. Course instructors were Comdt. C. MacNamara, and Captain S. Walshe. (Air Corps Photo).

2

Presentation by Air Squadron Signals, Casement Aerodrome, to Mr. Endo and Mr. Tsunoda of Toshiba Ltd., on the completion of the installation of the VOR/DME station on the 12th August 1980. *Back Row, L/R:* C/S J. O'Connell, Mr. J. Kane, Sgmn. J. Gahan. *Middle Row:* Lieut. T. Roche, Sgmn. J. Delaney, Sgmn. J. Moore, Cpl. I. Ferris, Mr. R. Hallinan, Lieut. L. Boyle. *Front:* Sgmn. A. McKenna, Mr. Tsunoda, Mr. Endo. (Air Corps Photo).

3

French Air Force C160F Transall Medium Transport aircraft pictured at Baldonnel recently. Weight: Max. 108,250 lbs. Performance: Max cruise speed: 320 mph at 18,000 feet. Range at max. payload and full reserves: 1056 miles. Power plants: 2 x 5665 h.p. Rolls Royce Tyre Mk 22 turbo props. Payload: A 4 man crew and 93 troops or 35,270 lbs Freight. Users: France (C-160F), West Germany (C-160D), Turkey (C-160D), South Africa (C-160Z) Foreground: Two SF 260W MARCHETTIS of training wing. (Air Corps Photo).

4

Parachute Training in Gormanston. Capt. C. McNamara explains the mechanics of the Parachute to Lt. Gen. C. O'Sullivan Chief of Staff and Col. F. O'Connor O/C ECIF. Supporting the parachute is Cpl. W. Walsh Military Police, Collins Bks., Cork. (Air Corps Photo).

SOUTHERN COMMAND

6

7

8

9

6
Winners of the Southern Command Pitch & Putt Finals with Lt. Col. T. P. Carroll, E.O. S/Comd. who presented the prizes at Collins Bks., Cork, recently. *Seated, L/R:* Sgt. D. Cronin, Cpl. L. Lucey, Lt. Col. T. Carroll, Pte. H. Liston, Sgt. T. Herlihy. *Back:* CQMS D. O'Brien, Sgt. W. Scott, CQMS C. Scott, BQMS M. Leahy. (Photo: Sgt. M. Twomey).

7
Mr. W. Dooley presenting an historic photograph to the NCO's Mess, Collins Bks., Cork. *L/R:* C/S C. Woods, Ex CQMS B. Dollery O.N.E., Mr. W. Dooley, Sgt. S. Lynch, C/S W. O'Sullivan and Sgt. Major W. Lennon. (Photo: Sgt. M. Twomey).

8
Maj. Gen. W. Callaghan Adjt. Gen., presenting the winners prize in the All Army junior golf championship 1980 to Capt. D. Prendergast, S/Comd.

9
Comdt. R. Cawley S/Comd., receiving his prize as runner up in the All Army Senior Individual Golf Championship from the A.G. Maj. Gen. W. Callaghan.

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CURRAGH COMMAND

Comdt. Denis G. Mellerick who has retired after over thirty years service. During that time he was conductor of the Band of the Curragh Training Camp and Command, appearing with his musicians at numerous important national events all over the country. As well as providing music for all the major military occasions in the Curragh area, the Band regularly gave recitals and concerts which further enhanced its high reputation. A gifted pianist, Comdt. Mellerick was founder-conductor of the Curragh Musical Society and was responsible for the many acclaimed productions of the Society, the most recent being 'Song of Glory', based on the life of P. H. Pearse. It is to be hoped that Comdt. Mellerick has not laid down his baton, and that he will continue to support the musical life of the county, to which he has so generously contributed. (Photo: O. McCrossan).

Pictured after the passing out parade of No. 2 platoon at McDonagh Barracks: *L/R:* Sgt. J. Kelly Platoon Sgt., Pte. D. Flavin (Kildare) Irish Speaker, Pte. S. Fagan (Newbridge) Best Kit. Pte. J. Duff (Dublin) Irish Speaker and Pte. J. Nolan (Tullow), Best Soldier. (Photo: O. McCrossan).

NAVAL SERVICE

Class Foxtrot, recently passed out, *Front Row, L/R:* L/S J. Fitzpatrick, Sub Lt. J. Lynch, Fr. M. O'Brien, Lt. Comdr. D. J. Doyle, Lt. E. Ryan & Cpo P. Murphy. (Photo: Naval Service).

Recruit O'Hanlon, Class Foxtrot, receiving the prize for best shot from Lt. Comdr. D. J. Doyle. (Photo: Naval Service).

Capt. W. Moloney and Lt. Comdr. P. Kavanagh enjoying the Naval sports held recently at Cobh GAA grounds.

WHAT THE PAPERS NOTICE

LAND ROVERS IN THE SKY

In a motoring column of *The Observer*, Frank Page captioned the Land-Rover V8: **More power for the intrepid.** The latter, he poined out, included the Army and the Post Office.

That's what the Land-Rover is about - getting there without a road beneath the wheels . . .

wrote Mr. Page. There was a song once about a letter from a soldier winging its way across the seas - oh, in the days before Lili Marlene had her first date. So that was Army/P & T co-operation! Well, well.

AT THE PEACOCK

In the Irish Press the theatre critic, Michael Sheridan, gave his views on a Neil Donnelly play at the Peacock. That play has some good comment on the problems facing idealism in a force dealing with law and order. (It has also a Midland Garda Station and a Dublin accented Tyrrellspass lady of easy virtue that are as unauthentic as J. R. Ewing in a semi-detached. I know. I visit Tyrrellspass often - throwing around litter trying to get a tidy town award for my own village). Be that as it may, as lazy quartermasters are apt to remark, Mr. Sheridan writes, during the course of his notice:

Donnelly's achievement is that he makes us go beyond the uniform and listen to the beat of a human heart. He also shows what the uniform can do to people, and vice-versa . . .

Vice-versa? Before you place your apparel in your wardrobe do you kick it around the billet/room and remark - 'Take that, you dreadful, conceited bulls wool, you.'

CURRAGH CRAMP

Most of the national newspapers gave coverage to the outbreaks of arson, thought to have been an expression of protest against the existence of the Curragh Prison. *The Observer* said that: '. . . an attempt to start a 'dirty protest . . .' was ended promptly by '. . . Irish military police with water hoses . . .'

The Irish Independent soon carried banner headlines proclaiming:

'NO MORE CIVILIANS FOR CURRAGH PRISON - POWER'

and included in its text:

'. . . Mr. Power said that he had always been opposed to the Curragh centre being used for civilian prisoners.

The Curragh Camp had once been a great centre for integration within the community - "But this went with the need for greater security", said the Minister.

The Minister must be nostalgic for the dances in McDonagh or the musicals in the old gym - (Must speak to the Editor about the provision of a few old '78s as background music for the compilation of this print-pourri.)

"DUN ALUINN", the first foal born in the Army, already has the Army Number 10401. Pictured here with Cpl. J. Ryan, Brig. Gen. K. Nunan, Pte. M. Dowling and Capt. P. Phelan at the Army Equitation School in the Curragh Camp.
(Photo: O. McCrossan)

GORMANSTOWN HISTORY

Captain Robert Lipsett is researching the past history of Gormanstown Army Camp, according to a number of Editors' Letters columns. (Is there such a thing as a future history, by the way?).

But, levity aside, any such project deserves all the assistance it can receive and photograph or any other material will be welcomed by the Captain at Gormanstown.

Wonder would he be interested in the two young artillery officers who nearly got their ticket for hitting the drogue during an anti-aircraft practice back in 1954. Why? Well just inquire how long it took to replace it?

BELGIAN HONOURS

Lieutenant General K. O'Sullivan and Commodore P. Kavanagh were honoured by the King of the Belgians and due coverage was given by all newspapers. Did we carpet their captains' cabin during any visit I wonder? Listen to this, from the *Irish Press* of 8 August:

The Belgian Ambassador said that the decorations were given in recognition of the great help and friendliness that had been accorded by the Irish Army and NavaN Service to the visits by Belgian ships of the fleet . . .

(Youghal come to see us now and then!)

BOOKS

A. J. P. Taylor, reviewing the book **Hitler** by Norman Stone rightly comments on what he calls this 'extraordinary judgement' by the author:

> 'The Second World War produced, in the end, one victor, the United States; one hero, Great Britain; one villian, Germany; and one martyr, Poland.

Dare we add, seriously: 'one soldier, Micky Joe?'

Hibernia had Dennis O'Driscoll's review of **The Time of the Young Soldiers**:

> '. . . In the army, recruits are forced to learn the usual utterly trivial regulations, bullied and tortured and, offered (as the narrator is) stripes and medals to compensate for lost limbs . . .'

So put that in your pipe and smoke it as you hobble to church on Congo ribbons.

Six serving members and two ex members of the Defence Forces who received DSM's from the Minister for Defence, Mr. P. Faulkner at a parade in McKee Bks. recently. *L/R:* Cpl. J. Doohan, 28 Inf. Bn.; Sgt. M. Lordan, HQ 1 Inf. Bde.; Pte. M. Burke, 5 Inf. Bn.; Cpl. M. Dillon, 3 Hosp. Coy.; Fr. E. Dunne, Air Station, Gormanston; Sgt. M. Smith, 27 Inf. Bn.; Ex Pte. C. Douglas and Sgt. J. McCooe, representing ex Cpl. N. Mullins.

GUN-RUNNING

Kilkee, Thursd~v.

Kilkee is seeth~ g with excitement yesterday and today, about a reported successful gun-running coup which, it was said, was carried out successfully in the early hours of yesterday morning between 12 and 2 o'clock . . .

Every sail seen is a ship carrying 'contraband of war' . . .

The report here is there were 1200 rifles landed, but I give this for what it is worth.

(As the *Magill* reporter speeds south-westwards let me hasten to add that the report is from the Clare Journal of 30 July 1914 as reproduced in the current issue of that fine publication of the Shannon Archaeological and Historical Society called *The Other Clare*.)

TWENTY-FIRST, DOUBTFUL ORIGINS!

Galway's Fifth Artillery Regiment recently celebrated their coming of age with food, wine and *son-et-lumiere* in the form of a night shoot in the Glen. The Infantry gallantly ignored their claims to greatness on what was, after all, their own daughter's big evening. At least, we must assume some dubious parentage when we read at the end of Capt. Larry Hynes' article entitled *Roots*:

> '. . . I would ask all gunners on the occasion of our 21st (to) look back with pride and gratitude to the men from whence we sprang.'

WOMEN'S ARMY

Kincora Press produced a delightful publication on the history of Finglas by Sean O'Broin. It contains a picture of some glamorous ladies wielding axe and saw as they engage in some tree-felling. We read:

> '. . . World War II is remembered by many Finglasmen and women because of their participation in the voluntary organisations set up during it. There were the LDF or Local Defence Force, the LSF or Local Security Force and the WAF or Women's Auxiliary Force. The WAF's job was to stockpile firewood while the men were engaged in defence duties or stacking turf in the Phoenix Park . . .'

Now who says our women's force is a novel idea? Further news on the activities of our WAFs would be gratefully received. After all the new editor might decide to run a series called **What The Papers Didn't Notice.**

LEBANON TRAGEDY

Deserved newspaper coverage was given to the thoughtful gesture made by colleagues of Patrick Derek Smallhorn in passing on a cheque to his wife through Radio Dublin DJ, Angela Meier.

MIXED LOYALTIES

In a run-up to the Hurling All-Ireland the *Irish Independent* included a piece by Raymond Smith under the headline:

MIXED LOYALTIES IN OFFICERS' MESS.

The loyalties didn't come across too clearly and a Cead Cath sensation was suspected until the real story broke with the veteran Comdt. Billie O'Neill under the spotlight:

> '. . . Billy recalls the day, when playing senior hurling for Galway, he came up against Jimmy . . .'

(Matters, I think, but it matters little)

> 'Matters had been going well for him and Christy wasn't scoring . . .'

(Ring, I think. It rings a bell. And Mr. Smith used that second 'Matters'!)

> '. . . Then, as they raced for a ball, Christy remarked simply "Do you hear Billy, that Willie John is getting married?"

The redoubtable Willie John Daly, the tough-as-teak Cork Forward getting married! Billie had not heard it. Momentarily, his attention was directed from the play and before he realised it Ring was in possession and going for a goal . . .'

Oh the sagas of the past! Why can't the wielders of the pen have a few of them: 'As we raced for the deadline says I to the Editor "Did you hear Devlin is through?".'

BLINK OF KERRY'S EYE

Leading off with copies of Ministerial correspondence on the subject of Farranfore Airport the Tralee Edition of *Kerry's Eye* continues with criticism of the Minister for Defence for giving the '. . . final stamp of disapproval . . .' to the airport

'. . . when he stated in his letter, that he would not consider it for use by the army air corps small aircraft, even in emergency conditions . . .'

The **Air Report** by Padraig Kennelly outlines the improvements that the State could make to improve the airport and so aid tourism etc. It then returns to the subject of the Air Corps:

'. . . A fully equipped airport at Farranfore would be an immense advantage to the owner of the second biggest fleet of aircraft in Ireland - the Minister for Defence. To merely say that Farranfore is not good enough is NOT good enough . . .'

There follows another strong case on the merits of having another base in order to save lives betimes. But again comes the flack:

'. . . The arrogance of Mr. Faulkner's Departmental advisors makes it difficult for them to see beyond the clouds outside their Parkgate Street offices to the needs of safety and efficiency in the operation of their air arm . . .'

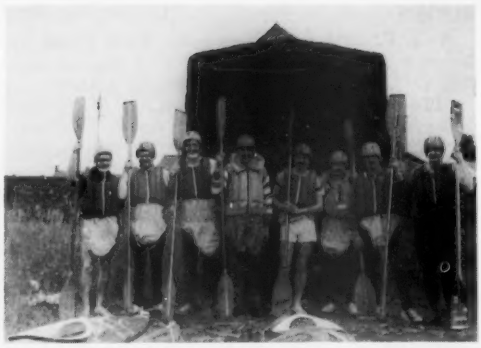
The mandatory sniping at Cork follows under a heading:

CORK AIRPORT CAME BEFORE KERRYMAN JOKE

(They're such grand people down there but they never forgave Des McHale for making thousands out of THAT book of jokes!) I had just been reading in Liam Byrne's book on the **History of Aviation in Ireland**, of Baldonnel's distinguished place in that history, when I was rocked back on my heels by *Kerry's Eye:*

'. . . Baldonnel designed for World War I two-seater bi-planes might not just fill the needs of today . . .'

At this stage I had no option but to call in the *Cosantoir* Air Correspondent who was tying a lady's black stocking from an oak tree to serve as a beacon out in Abbeyshrule. He assured me that military aircraft did land at Farranfore Air Show within the past two years but pointed out that the Minister's letter mentioned '. . . bad weather and visibility conditions . . .'



Recently held E.C.I.F. Advanced Canoe Course prior to trip on River Boyne. *L/R:* Pte. E. Hudson, Cpl. M. Malone, Sgt. P. Galligan, Sgt. J. Flood, Cpl. G. Byrne, Cpl. D. Vaughey, Sgt. J. Kearney and Lt. F. O'Reilly. (Photo: Pte. H. Laverty).

"Ah but . . ." says I, "Mr. Kennelly does allude to what you say, Look:"

'. . . It is a shame that they see no greater role for our air corps helicopters than an ambulance taxi service for the Health Boards, an occasional rock-face rescue or their numerous annual circus performances . . .'

Anyone absent from the Ringmaster's Dress Parade?

WARTIME NEEDS SHOULD BE CONSIDERED NOW

Back I went to re-read the paragraph which said:

'. . . If the Minister's advisors had an eye in their collective head . . .

(Preferably a *Kerry's Eye*!)

'. . . they would be screaming for an alternative landing place . . . In the event of war, it is possible to have aircraft scrambled quickly . . .

(I prefer mine poached!)

'. . . to avoid being hit on the ground and to intercept an enemy . . .'

(As if we could possibly have an enemy in Kerry. Look at how well our lads did with the Roses of Tralee.)

'. . . Surely somebody in the Department of Defence should have the duty of preparing a strategy for DEFENCE - or is the view still held that our army will never be tested, except on foreign shores?. . .'

Still a long way from *touche*-down, the attack goes on. The Kerry Eye becomes a World War Two sighting-ring as the helmetted fighter-pilot Kennelly swoops for his final attack:

'. . . Towards the end of the war, an NCO - Mick Kearney was given an order to proceed to Dublin Docks with a truck and three men to collect 40 Bren guns. When he arrived at the docks he found that the cargo was somewhat

bigger. As well as forty guns there were forty vehicles. Apparently, army brass had requisitioned the 40 .303 air-cooled, gas-operated Bren guns from the Dept. of Defence, who ordered them. A query came back to the Department asking if they needed Bren gun carriers. Some civil servant, trying to be helpful, said to himself, **Well if they need Bren guns, I suppose they need the the other things too**, not realising that Bren gun carriers were motor vehicles . . .'

What Padraig doesn't know is the rest of that story. Whisper! It was a Corkman that sent back that query!

I wonder in what Department was Mr. Hugh Leonard then. He once told a story about an Old IRA veteran who drew a disability pension for an ankle injury. Many years later he had a motor-cycle accident, lost the errant ankle completely - and the pension was stopped. Cue, Mr. Leonard.

The Editor,
An Cosantóir.

Dear Sir,

In your June 1979 edition an artilce of mine under the title 'Among your Souveniers' was published. Its aim was to draw attention to certain items in the Stamp World with a military significance which had investment potential. The experiment was successful to the extent that many members rekindled a long dormant interest in the hobby. Many more expressed an interest in this field for the first time. This interest resulted in a wealth of philatelic work and correspondence from all walks of life arriving on my desk.

I know that within Army Headquarters there are many philatelists, come of a specialist nature, others in a general way, but very little is known of the number or degree of speciality within the rest of the P.D.F.

Most hobbies and sports are well catered for within the PDF and I believe that there is sufficient interest in stamp collecting to merit greater attention. I wish to appeal to all members of the PDF who have an interest in stamp collecting to write to me, c/o the Editor, and let me know how they feel about the establishment of a philatelic society in the forces.

Yours faithfully,
Francis McDonald.

NEW EQUIPMENT

The New Adaptainer - The Box with a Thousand and One Uses

The Adaptainer - a new concept in mobile modules - has almost limitless uses from milking parlours to hospital operating theatres.

Here, C.T.C., who introduced the concept, employ one of their own Adaptainers as a mobile showroom, the side panels of which include window units. It was displayed at the recent British Army Equipment Exhibition at Aldershot.

A new electronic small arms training system developed by MS Instruments Ltd. The system, used in conjunction with a conventional target, provides the marksman with a visual target display showing individual shot positions, together with his score listing.

The equipment consists of a special sensing unit, located at the target but out of view of the marksman, linked to a microprocessor based display unit at the firing position. X and Y co-ordinates of each projectile are accurately measured by the sensing unit, with the resulting data being fed to the display unit for processing.

ATHLETICS

THE 1980 B.L.E. Senior Track and Field Championships held in Belfield on July 5th and 6th proved to be a very successful outing for Army athletes who won three gold, one silver and one bronze medal as well as having athletes placed fourth and fifth in other finals.

Lt. Gerry Delaney (Curragh) struck gold and silver taking the 400M title in 47.94 secs. with Brian Dunne (Sth. Dublin) and Kieran Finn (Limerick) filling the minor placings. In the 200M he was runner-up to club mate Joe Ryan with Brian Dunne a further one tenth of a second behind.

Pte. Sean Egan (Curragh) regained his hammer title in a closely fought contest with Martin Girvan (Annadale Striders) and the holder Eugene Lawlor (St. Johns, Tralee). His winning throw of 66M 80 was below his best, but he was hampered by a hand injury which had kept him out of the International in Copenhagen the previous week.

Capt. Bernie O'Callaghan (East) retained the 3,000M Walking title which he had won last year when he streaked away from the field, led from start to finish and came home thirty two seconds ahead of the second placed man in a new Championship record of 13M 45.4 sec.

In the 10,000M Cpl. Paddy Murphy (Curragh) and Cpl. Jimmy McGlynn (East) had a ding dong struggle all through the race with third place alternating regularly between them. Cpl. Murphy, however, came away in the last lap to come home for the bronze medal position with Cpl. McGlynn in fourth, three seconds behind. The times were Cpl. Murphy 29.39.0 and Cpl. McGlynn 29.42.0.

Gnr. Brendan Downey (Curragh) came home fifth in the 1,500M in a time of 3m. 49.17 sec. Eamonn Coughlan won the race in 3m. 39.11 sec. from Frank O'Meara (Limerick) 3m. 40.36 sec., with Dave Taylor (Dundrum) 3m. 42.96 sec.

Pte. Sean Carlin (24 Bn. FCA), holder of the General Mulcahy Trophy for the last two years, had an impressive championships coming second in the Long Jump competition with a jump of 6m 85cm. In fact, in this competition he only conceded victory to Hugo Duggan (Lifford), another former Mulcahy winner, who also jumped 6.85 but had a superior second figure. Pte. Carlin who competes with the Finn Valley Club in Ballybofey also finished fourth in the Pole Vault with 3m. 70cm. and was seventh in the 110M Hurdles with 16.20 seconds. He also finished third in the National Decathalon Championship with a total of 6,760 points and represented Ireland at the International in Sittard in Holland in the long jump and discus.

Sgt. M. McCarthy, HQ Coy. 27 Inf. Bn., who has just returned from a 30 km race in Belgium. Sgt. McCarthy was a member of the Irish team which finished 3rd overall. (Photo: Sgt. J. Gallagher).

INTERNATIONAL COMPETITORS

Capt. O'Callaghan, Lieut. Delaney and Pte. Egan were selected for the International in Copenhagen, and although Pte. Egan was forced to withdraw through injury, Ireland took maximum points in the Hammer competition with Lawlor in first and Declan Hegarty in second. Capt. O'Callaghan finished a good fourth in the 10,000M Walk and Lt. Delaney came third in the 400M and anchored the 4x400M Relay to second place behind Denmark - both teams were given the same time but the camera gave the decision to the Danes.

The same three athletes were selected for the Sittard International and this time Lt. Delaney was forced to cry off due to a pulled hamstring. Pte. Carlin was selected for the Long Jump and also drafted in to fill the vacancy in the discus caused by the withdrawal of Joe Bryce. The meeting was held in very hot conditions and on Sunday temp. of 86° F. and humidity of 95% were recorded. This did not help the distance runners or walkers and times in all cases were below seasonal averages. Capt. O'Callaghan finished fifth in the Walk in 50.58, Pte. Egan won the hammer with 66.64. Pte. Carlin finished fifth in the Long Jump with 6.85m. and sixth in the discus with 38.52m.

Cpl. Murphy has been selected to represent Ireland in the Berchams Marathon in September, and this now means that this versatile athlete has won International recognition in Cross-Country, track and road events.

'Discus'

OFFICERS PROMOTIONS - AUGUST

Name	Promoted To	Appointed From	Appointed To
Murphy, M.	A/Cdr.	EO & 2 i/c Naval Base Haulbowline	SO HQ Naval Service
Kavanagh, J.	A/Cdr.	Repl. Offr. Seagoing Repl. Sec. Naval Base	SO Ops, HQ Naval Service
Condon, S.	A/Lt-Col.	Bty. Comd. 10 Fd. Bty. 2 Fd. Arty. Regt.	Gen. List, Arty. Corps, Att. HQ E Comd.
Goulding, B.	A/Lt-Cdr.	Adm. Offr. Naval Base & Dkyd.	Base Adm. Offr. Naval Base & Dockyard
Kehoe, K.	A/Comdt. (temp O/Seas)	ADC/CS CS's Br. AHQ Staff	HQ UNFICYP
Capney, J.	Lt. (N.S.)	Pay Offr. HQ Coy. Naval Depot	No Change
Doyle, W.	Lt. (N.S.)	Elect. Engr., Naval Base & Dockyard	Elect. Engr. Ship Supply & Maint. Section
Meehan, S.	Lt. (N.S.)	SO i/c Trg. HQ Naval Service	No Change
Tuohy, T.	Lt. (N.S.)	Asst. Ops. Offr. Naval Base & Dockyard	No Change
Moloney, T.	Capt.	Systems Tlt. Avionics Sqdn. Air Corps GP	No Change
Durnin, J.	A/Capt.	Pl. Comd. 'A' Coy. 28 Inf. Bn.	SO 'A' Staff HQ W. Comd.
O'Driscoll, B.	A/Capt.	Pl. Comd. 'A' Coy. 29 Inf. Bn.	Wpns. Pl. Comd. & 2 i/c. 'A' Coy, 29 Inf. Bn.

DEATHS/RETIREMENTS OFFICERS - AUGUST 1980

Rank	Name	Appt.	Date enlisted	Date Decd./Retd.
Lt. Col.	A. Murphy	SO COS's Br.	15.11.1945	23.8.1980 Decd.
Comdt.	D. Mellerick	Conductor Band of the C/Comd.	14.11.1947	27.8.1980 Retd.

NCO's PROMOTIONS - AUGUST

Rank	Name	Unit	Rank Promoted To
CQMS	Cahill, M.	23 Inf. Bn. (Posted to CTD S/C)	BQMS
CQMS	Hoare, P.	28 Inf. Bn.	CS
Sgt.	Hogan, W.	3 Grn. AOC	CS
Sgt.	Kehoe, P.	BWS S & T (Posted to 1 Grn S&T)	CS
Sgt.	Ronan, J.	1 Mot. Sqn.	Sqn. Sgt.
Sgt.	Burke, J.	4 Inf. Bn.	CQMS
Sgt.	Gaffney, D.	McKee Bks. Coy. (Posted to 2 Inf. Bn.)	CQMS
Sgt.	Tucker, E.	1 Hos. Coy.	CQMS
Sgt.	Lynch, W.	3 Grn. MPC	CQMS
Sgt.	Moore, E.	3 Grn. MPC	CQMS
CPO	Fahy, J.	NS	WO
PO	O'Hare, B.	NS	CPO
PO	Hyland, E.	NS	CPO

OBITUARY

LT. COL. A. MURPHY AHQ

It is with great sadness that "An Cosantoir" reports the death at St. Bricin's Hospital on August 23, of Lt. Col. Tony Murphy. For the past five months he had been Manager of this journal.

Lt. Col. Tony Murphy joined the Defence Forces in November 1945 and was commissioned in 1947. His first years as an officer were spent in the Western Command, particularly in An Cead Cath, but for most of his Army career he was stationed in Army Headquarters, first in the Adjutant General's and subsequently in the Chief of Staff's Branch. In 1978 he was appointed O.C. 5th Battalion Collins Barracks Dublin.

Tony's outstanding characteristics were absolute conscientious dedication to the performance of his professional duties, and a gentle courtesy which endeared him to all who came into contact with him. His expert advice and knowledge of the administrative complexities of military life were readily available to anybody who sought his aid. He had a long association with Army PT and acted as a judge of Gymnastics and other competitions. In this, as in all his interests, his judgements were always tempered by commonsense and an enormous tolerance for the frailties of human nature.

For more than two years he struggled against a serious and often extremely painful illness with never a single word of self-pity, resentment or complaint. If his normal relationships with his colleagues throughout his military career were a model of military courtesy it is time to say that those who were in contact with him over the last two years were inspired by his courage and the fortitude with which he bore the sufferings his illness involved. To his wife Gretta, his son, daughter, grandson and other relatives, we extend our sincere sympathies on their great loss. We, who mourn a fine officer and a wonderful friend appreciate only too well just how great that loss is. Ar dheis De go raibh a anam dhil.

"AN COSANTOIR 10,000 METRES"

With the consent of the Director of Training, Eastern Command will host the "An Cosantoir 10,000 m" road run in the Phoenix Park, Dublin on 15 October, 1980.

"An Cosantoir" will sponsor the major trophy in the 10,000 metre run in what is hoped will develop into an annual event.

An optional "fee" of £1.00 will be levied on each participant and proceeds will go to the ABF.

The event has the objective of attracting the largest possible cross section of PDF runners both serious and recreational. A glance at the run categories as laid out below shows the dual emphasis on serious competition and social participation.

"But does he have a "Cosantóir" 10,000 medal?"

DESIGNATION:
"*An Cosantóir* 10,000 m."

DISTANCE:
10,000 metres Road Run.

VENUE:
Phoenix Park, Dublin.

DATE, TIME:
15 October, 1980; 1400

ELIGIBILITY:
All PDF.

CATEGORIES:
A Certificate of Achievement will be presented to all who complete the course.

a. **TEAM:** *An Cosantóir* Trophy drawn from Commands and Services. 10 each Team, 10 to count.
Each Team must consist of the following:
1 Participant over 40 yrs. on 15 October 1980.
2 Participants over 35 years on 15 October, 1980.
3 Participants over 30 years on 15 October, 1980.

b. **INDIVIDUAL SCRATCH TROPHY**
Fastest over the distance 1st, 2nd, 3rd.

c. **AGE CATEGORIES PRIZES**
1st and 2nd over 40 (15 October, 1980)
1st and 2nd over 35 (15 October, 1980)
1st and 2nd over 30
1st and 2nd over 25
1st and 2nd under 25

SOCIAL ASPECT:
A Social Function with guests from the Athletic and Medical World will be organised for Participants after the run.

LIAISON:
A Representative from the Organising Committee has contacted each Command/Service during September.

DECLARATION:
All teams and individuals must declare their entry 7 days (8 October, 1980) before the run to *An Cosantóir* office, A.H.Q., Dublin 7.

All entries must include No., Rank, Name, Date of Birth, Station.

If you wish to pay the optional entry fee of £1 (in aid of ABF) please enclose it with your entry form.

BOOK REVIEWS

NORMAN SPLENDOUR. Duiske Abbey, Craignamanagh. Geraldine Carville, Blackstaff Press. £7.50.

This splendid Cistercian Abbey of 1204 is at present being restored by the people and friends of Duiske. Already the great roof has been replaced and the crumbling stone-work renewed. While the true majesty of the church will not be recaptured, due to the excessive cost of excavation to floor level, in one area where a trial dig was done fine glazed floor tiles were revealed.

An Historical Geographer, Ms. Carville has already written authoratively on Holy Cross. She does not confine herself to the abbey of Duiske itself, though she clearly shows how the town has spread into the conventual buildings. She outlines the pre-Norman history of the valley, then the coming of the monks, the extent of their lands, fisheries, mills etc., their monastic code, and the eventual suppression of the abbey.

Plans, maps and black and white photographs illustrate the text, though sometimes the captions could be more complete. For example, in a picture of a cross and two chalices there is not sufficient information about the objects to put them in context. A list of parish priests and curates of the parish, from 1618 onwards, compiled by Fr. P. MacSuibne is given in an appendix.

A book worth reading for anyone interested in our past, and the various strands that comprise it.

C.C.

New from EIGSE

PORTRAITS IN LEADERSHIP

by Comdt. Barry O'Brien

An analysis of the qualities of selected Irish military commanders.

£2.40

Recent

JOHN ANDERSON OF FERMOY - The Forgotten Benefactor

by Lt-Comdr. Niall Brunicardi

Biographical essay, illustrated, on the founder of public transport system in Ireland and of the military and urban Fermoy.

£2.40

In print

SOLDIER OF THE REARGUARD

by Bill Hammond

Reminiscences of a Fermoy Volunteer.

£1.50

EIGSE NA MAINISTREACH PUBLICATIONS, FERMOY.

Publisher: Niall Brunicardi, Lt-Comdr. (Ret'd)

"ARMIES IN EUROPE" John Gooch. Routledge and Keegan Paul. £10.50-

Mr. Gooch wrote a very good book ('The Plans of War') on the controversies about the introduction of command and staff training into the British Army around the turn of the century. His new book is a 'comparative synthesis' of the development of European armies from the French Revolution to the end of WW2.

He shows that the changes ascribed to the Revolution were in preparation for over a century, and not only in France. As competition from the middle classes for commissions grew, the nobility had to reassess their belief in their own military superiority. After the battle of Rossbach in 1757 the two most effective reformers of armies - defeat and competition - appeared. The aristocrats headed 'a new movement for military reform . . . and greater professionalization of the officer corps'. Three decades of reforms followed. The battle-field division appeared. NCO training and responsibilities were transformed. Artillery was improved. Twelve military preparatory schools were founded; sons of the poorer nobility and the middle classes competed for places in the Ecole Militaire de Paris.

Similar competition brought military colleges all over Europe between 1752 and 1799. One can still see Maria Therezia's intentions carved above the courtyard of the Wiener Neustadt Militarakademie 'To teach the sons of the nobility to make war. . .'

In France 'the beneficiary was not to be the Ancien Regime . . . but the Revolution . . . Goethe's dictum that at Valmy two ages met should be applied with great caution to military matters.' Killerman's Army 'was not composed of raw levies, but largely of pre-Revolutionary regulars'. Napoleon, of course, finally benefitted. The pre-Revolution rankers threw up ten Marshals.

Defeat by Napoleon also inspired reformist ideas in Prussia. Gneisenau said 'a slavish nation, poor, ignorant and crude, is no match for one rich in knowledge and resources'. Serfdom was abolished and local self-government instituted in the cities. Scharnhorst and Clausewitz returned from exile with the 'ideal of a Prussian nation-in-arms'.

Mr. Gooch shows great skill in tracing similar developments through very different national systems. He often uses those deceptive terms 'professional' and 'professionalism' and shows that the former by no means ensures the latter. Behind them apathy and empty superiority complexes have comfortably thriven and - as with the French in 1870 - brought humiliating defeats.

E. D. Doyle

HOW THE IRISH SPEAK ENGLISH. Padraic O'Farrell. GEMS OF IRISH WISDOM. Padraic O'Farrell. Both by Mercier Press at £1.80.

Two more additions to the Padraic O'Farrell collection. Its not only the limbers that keep rolling along. "How the Irish speak English" is a collection of sayings and expressions in English that are peculiarly Irish. There are words here that you will never have heard before unless you hail from a particular part of the country. Try "schraums", "kilters", "grawls" and "gommerils" for a start. The sayings are presented in a loose narrative form, not indexed or tabulated, so if you want to locate those words you'll have to read the book. And you'll enjoy finding them because there is a wealth of material here with lots of humour.

"Gems of Irish Wisdom" obviously sprang from the first volume and here the proverbs or sayings are grouped into suitable categories. If you want the pithy proverb for a particular occasion you will find it here. In regard to Padraic's output I thought this one summed it all up.

"One man with humour will keep ten men working".

J. O'Leary

IRISCHE NATIONALBEWEGUNGEN (IRISH NATIONAL MOVEMENTS) 1884-1915. Anton J. J. Crossmann (Minerva Publikation Munich)

This thesis, Irish National Movements, is most interesting for anyone who wants to understand the movements and influences which shaped the foundation of the Irish State. The author wrote it as a result of several years research during which he tapped a wide range of published and unpublished sources. He has brought to this period the refreshing objectivity of a foreigner (Dr. Grossmann is a German) which enables him to dispassionately analyse the movements which have become, to us, enshrined in the Genesis of statehood. Dr. Grossmann has brought to this objective study a touch of Germanic thoroughness which has resulted in an assemblage of facts which require time and persistence to absorb. It is this attention to detail which has made the study valuable for any student of the period.

All the major movements e.g. Gaelic League, GAA, etc., are treated as special section studies but the overall result is well coordinated with the relationships between the various movements well portrayed. A host of minor movements from the Daughters of Erin to the Celtic Literary Society are dealt with as they become relevant to each section or are dealt with in a special section for fringe and splinter movements.

The treatment of the Gaelic League shows that it was a relatively sophisticated pressure group which was turned from the apolitical path to its founders to become one of the most influential movements in the independence struggle. In this section we are first faced with the contradictions which repeat themselves at other stages. The Gaelic League quickly gained influence and members in an impressive way from an apathetic population. Then, however, its actual performance would seem, to some extent, to contradict such dynamism. Rules were made but not adhered to as was clearly evidenced in the matter of the mandatory monthly and annual reports from County and Area Committees. Only about 5-10 per cent of these committees submitted any reports at all and these only sporadically.

It is hard to believe that at the end of the 19th Century, the Church and the GAA were at loggerheads over the attempts by the IRB to establish their influence in the movement. It is surprising to read of the GAA being denounced by the Roman Church for breaking the sabbath or of the firing of shots into a priest's house in Galway while the bishop was in residence. Among other interesting facts to come to light is a motion passed in 1906 "no political question of any kind shall be raised at any of its meetings and neither Central Council, Provincial Councils, County Committees nor Clubs shall take part as such in any political movement." This is particularly relevant to the controversy current in the organisation at present. Another unusual snippet is that despite "the ban" the Munster Fusiliers played in the Championship in 1893. The only record of this participation is a request from the Fusiliers for a postponement because they were having a GOCs inspection! The first American tour in 1888 had a most unusual result. Of the 48 members who embarked on the tour only 3 returned home, the other 45 deciding to seek citizenship in the USA. One wonders if the modern equivalents would look for political asylum.

The resurgence of the IRB is well treated and the efforts to use other organisations as fronts are detailed. In fact these efforts are one of the linking strands which help to maintain the continuity between the various sections being studied. While the events and developments are well presented there is a lack of detail about the influence of the various personalities who were prominent and active at the time. A very interesting contradiction is revealed in respect of the IRB's attitude to alcohol. The Dublin Castle reports suggest that the Brotherhood was in no way anti-alcohol as exemplified by their report of the initiation procedure "he was treated to plenty of drink and tested to see if he could hold his tongue". It is easy to imagine that many were tested but few were chosen. The IRB, however, was involved in promoting the Temperance Movement believing, no doubt, that Nationalism and Sobriety were synonymous. They pursued this ideal despite the fact that there was an unusual number of publicans among the urban members.

The IAOS is shown to have been genuinely non-political as was proven by the fact that it's policies were, at one time or another, attacked by those of all shades of political opinion. It is assessed as having been a very efficient representative of the producers but not the consumers.

The all important development of the Irish Volunteers, Sinn Fein and the Fianna Eireann is traced in great detail producing a rich trove of data. Whereas the treatment generally of personalities is sparse in the book, one man's many achievements are listed so objectively and factually that it makes one wonder if he is the most under-rated figure of this formative era. The man is Bulmer Hobson.

The book has much of the statistical information as well as an analysis of the geographical and social divisions which ease the task of tracing the influence and development of each organisation. Particularly noteworthy is the final chapter with its geographical analysis of the national movements and the comparison of membership structures. It has a wealth of information on the attitudes of the various regions, religions and classes.

A prerequisite to a study of this book is a good knowledge of the period in order to be able to place the treatment of each organisation in the context of the political and social happenings of the time. This foreknowledge has been assumed by the author and it is an assumption that must necessarily limit this book to a very small circle in Germany. Consequently, for this work to reach the wider audience which such a depth of research deserves, we must await its English translation.

C. M.

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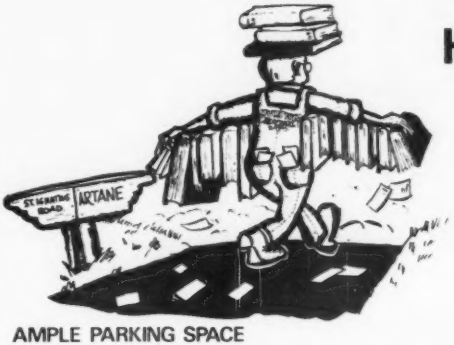

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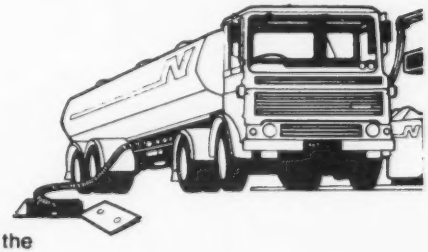

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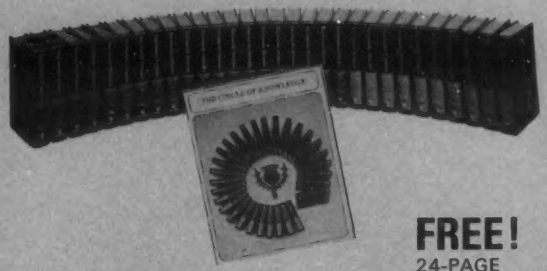

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Published by the Manager, An Cosantoir, Army Headquarters, Parkgate, Dublin and printed by Turner's Printing Co. Ltd., Longford